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THE **TORQUE-TUBE**

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



Volume V • Number 9



THE TORQUE-TUBE

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OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



VOL.V • AUGUST 1987 • NO.9

• William E. Olson, Editor •
• 842 Mission Hills Lane, Worthington, Ohio 43085 •



Read This!



MEMBERSHIP RENEWALS ARE DUE

It's time again to remind you that our Membership Year runs from September 1 to August 31. Therefore, membership of those who renewed for one year last time, or who joined during 1987 with a one-year membership back-dated to September 1986, will expire on August 31, 1987. Included with this issue are a Renewal Notice (where applicable) and a Roster Information Form. The Form will be used to compile the 1988 Roster, and will be the only source of data used. Therefore, if you do not fill out and return the Form you will not be in the Roster. Also included is a Renewal Notice for those whose membership expires August 31.

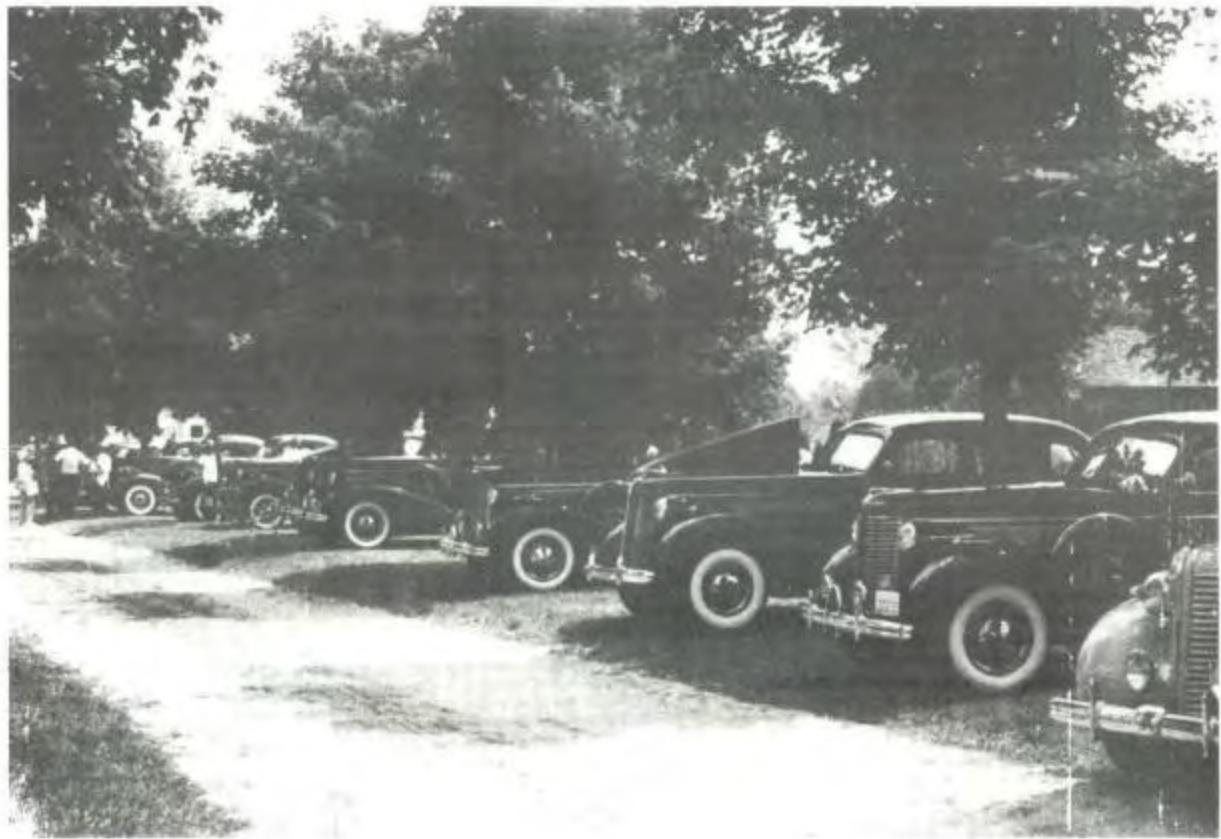
PLEASE FILL OUT AND RETURN THE ROSTER FORM PROMPTLY. PLEASE PAY YOUR DUES IF YOUR MEMBERSHIP EXPIRES THIS MONTH. THANKS!

FRONT COVER. One of our number posed his car before a historic barn at the Club Show in Crossroads Village. BACK COVER. George Cranford drove his beautiful metallic grey Limited to the Show from Maryland.



FOUNDED BY DAVE LEWIS





CLUB SHOW -- A GREAT SUCCESS

To those of you who were not able to attend the Club Meet at Crossroads Village in Flint on July 18 -- Brothers and Sisters, you missed a Terrific Event. We mustered somewhere between 30 and 35 cars (I didn't count 'em) and about 90-100 people. (There were 86 dinner tickets, but not everyone stayed for dinner.) Everyone had an absolutely super time, and the few troubles that occurred were taken in stride. Every registered member received a fine plaque, courtesy of Bob Jones, plus various other little goodies. The food, cooked up by the local Lions Club, was, all things considered, pretty good for an al fresco summer picnic kind of affair.

Your Editor got to tell his Two Jokes, which apparently were thought Funny, and to make some other Brief Remarks, which apparently were thought Boring. Clarence Hoffman (#546; Euclid, Ohio), after much clamoring, was given a chance to tell his Lawyer Joke, which was at least as funny as mine. (Clarence and I spent some considerable time during the day and evening insulting each other, and I would say this little contest ended in a draw.)

Crossroads Village is a re-created 19th Century town and farm. While there are numerous such historical exhibit villages in many different locations today, this is a very good one. (For one thing, it has some trees, and thus some shade.) I did not get a chance to see much of it, but did notice a

steam-powered narrow gauge railroad, which must be several miles in length, and a steam-powered cider mill, in which they were actually making cider, plus numerous other things. The whole is well-maintained, and really does give one the feeling of life as it must have been lived 100 years ago. As the photos show, the cars were lined up along one of the streets.

A few people deserve special recognition. First, of course, the organizers: Marv Rhynard and Bob Jones, and their respective wives, both of whom are named Phyllis. They did a great job. Second, two members who came great distances to be present: Jose Pardo from South America and Ed Doucette from the Philippines. Jose said he came to the U.S. for the express purpose of attending the show, but I expect he managed to do a few other worthwhile things on his trip. Ed, who works for a contractor of the Air Force at Clark Field, is in the U.S. this summer on "official business" and "home leave." It was great to meet them face to face for the first time. Third, Editor's Intrepidity Award winner: John Fawcett, who drove his 1938 Century from Southfield, Michigan -- perhaps 70 miles -- having never before driven it more than about three miles at any one time. Although pretty much in "original unrestored condition" the Century made it to Flint fine, only to develop serious overheating problems after it got there. Fortunately, John was able to call home for help which, in the form of son-with-towbar, was expected momentarily when I left on Sunday morning. "Intrepid," by the way, means "resolutely fearless." This, as you all know, is only one-half step from "crazy." But then, we are all a little crazy, I suppose. Fourth, another Red Badge of Courage to David Bylsma and his father, who trailered David's 1938 Century convertible from Maryland even though the car is semi-finished and not running. Fifth, Editor's Overcoming Adversity Award to Jeff Morris, who made it home to Columbus at 2 AM Monday morning. Jeff, accompanied by two daughters and one girlfriend (daughter's, not Jeff's), suffered a clogged fuel line, which he blew out with lung power, and a failed generator, making the last 60 miles on battery alone with no lights. (Jeff had previously driven his 1938 model 41 to Florida and back, so Flint seemed an easy trip after that.) Lastly, Editor's Chicken Award to himself. I decided there were still too many unanswered questions respecting the '37 Roadmaster to risk driving it that far. Intrepid, I ain't. Next year it will be ready.

There was considerable sentiment in favor of making the show an annual event. I do not feel it should be held in Flint next year, because the BCA National will be held there, nor do I think it should be held in any location, or on any date, that conflicts with a BCA Regional show. Much more important than time and location, however, is the need for "take-charge" guys to organize it. It is not reasonable to expect Marv and Bob to do it every year. Maybe we should look at the possibility of a number of state or regional get-togethers. Suggestions and volunteers are needed.

I conclude this report with a letter from Marv Rhynard. Those who wish to order copies of the tape or prints, write to:

Bob Jones
2523 Lanning Drive
Burton, MI 48509

Dear Bill:

I think the club members have a right to feel just a little proud of our meet at Crossroads Village. We had a total of 32 cars and we were committed to 86 dinners, although I think actually we were under that number. Everyone seemed to have a good time as all comments were positive. It certainly was a fine turnout.

Bob Jones just called me a few minutes ago and asked that I forward his message to you, that is, the 37-38 Buick Club people are the friendliest group of people he has ever met! I agree!

Bill, enclosed is a check for \$100.00. After all expenses were deducted we had this amount left. Bob and I feel it should go to the club.



Part of the parade elaborately staged by Bob Jones.

Bob also has made a video of the meet. This includes a shot of all the cars, the parade, the Crossroads Village area and certainly, least of all, the "judging" fiasco! Costs will be \$11.00 per tape which includes mailing costs.

During the parade, a picture was taken of each car. If anyone wants a print of their car they can get one for \$1.00 which also includes cost of mailing.

Lastly, if anyone did not get their plaque they should write to Bob. Copies of the video and picture should also be requested from Bob.

There are two more items which I forgot. I meant to thank you for the fine job you have done in keeping the 37-38 Buick Club active. I'm sorry I missed the opportunity. The other is that I neglected to thank Bob's wife, Phyllis, and my wife, Phyllis, for their help. I will appreciate your correcting this oversight in the next publication of the 'Torque Tube'.

Thank you for your help and thanks to the 37-38 Buick lovers who showed up and who, I believe, had a great day.

Best regards,

Marv.
Marv Rhynard
#327



Takin' it easy in the shade. Never go to a show without a folding lawn chair.



A little al fresco shut-eye.



A nice lineup of 50-year-olds, with a much older means of locomotion just visible in the background, as well as our "banquet" tent.

BCA NATIONAL - ORLANDO, FLORIDA

Unfortunately, we were not very well represented: there were, I am told, only five '38s and no '37s. I expect next year will see a much better turnout. Here is John Huffman's report of the Club meeting he conducted in Orlando. Not much in the way of "official business" but it sounds as though it was pleasant enough. The report is set forth below exactly as John wrote it.

Minutes of the Meeting of the 1937-1938 Buick Club

The meeting of the 1937-1938 Buick Club was called to Order at 3:40 PM, June 27, 1987, in the Lobby Bar of the Orlando, Florida Peabody Hotel. John Huffman presided in the absence of Torque Tube Editor and General Factotum, Bill Olson. Fifteen members and one prospective member were present. Two other members (at least) were present at the BCA Nationals in Orlando, however, one (Russell Dawson) is a member of the Sunshine State Chapter of BCA and was tied up with the show. The other (Ed DePouli) was taking a nap at the time of the meeting.

Since the 1937-1938 Buick Club has no officers and no committees, there were no reports, minutes of previous meetings, etc. In response to a suggestion from the chair that the members express any concerns regarding the operation of the Club, it was unanimously agreed upon by all members present that we should express our appreciation to Bill Olson for the outstanding job he is doing as Editor of the Torque Tube. There was general agreement that the magazine is the finest in the old car hobby. (Bill, PRINT THIS-WE MEAN IT.)

J. B. Donaldson of Phoenix, Arizona conducted a discussion of steering wheel restoration and the members present then carried on a discussion of their current restoration projects.

The meeting was adjourned (more or less) at 4:35 PM.

Respectfully submitted,
John W. Huffman

COMMERCIAL ADVERTISING

In the last issue, I asked for "feedback" on the question whether commercial ads should be continued. Below is a letter from Ray Vanyek (#173; Inglewood, CA) in which is well-stated the case for continuing them. Upon reflection I have concluded that Ray's opinions -- which coincide with those I held for some time -- are good ones. The ads will continue.



July 21, 1987

Dear Bill,

You're doing a wonderful job with THE TORQUE TUBE. Your unique brand of humor adds just the right touch to an otherwise predictable, factual publication.

In Volume V - Number 8 you asked for "feedback" from members regarding commercial advertising use in THE TORQUE TUBE. After mulling over your thoughtful considerations, pro and con, it would seem that it doesn't really matter if the ads make any money for the club as long as they pay at least the costs for running these ads. To eliminate the ads would not be kind or considerate to those advertisers that have been loyal and helpful to the club. Also, since the basic purpose of the club is to promote the preservation etc. of '37-'38 Buicks, how would members know where to go for parts and services if not furnished with this special information by THE TORQUE TUBE.

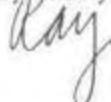
It could be that the interest in advertising is declining because of budget problems of the advertisers which will probably always vary to some degree. The Chicago Tribune probably experiences this phenomenon constantly.

When all is said and done, advertising is generally used to inform and members need to be informed about their Buicks.

May your Buick always start and then run smoothly.

Kindest regards,

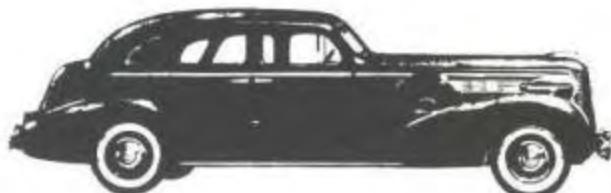
Ray Vanyek



Ray apparently likes a note of unpredictability in this publication. That's fine: I do, too. (Indeed, it might be said that the whole thing is unpredictable, since I generally have no idea until two weeks before my deadline what the next issue will contain.) It is, however, probably predictable that, sooner or later, I will dun, or plead, or cajole, or harangue about something. Here it is:

I would like a volunteer to be
Advertising Manager.

That is, someone to write to or call commercial advertisers, who will make up a little "blurb" to send them, and who will dun them when they forget to send in their ads and/or money. This should not take much time, but to do it well seems to take more time than I can find. I have the feeling that someone out there is good at this kind of thing. Please step forward.



— Bill

What's in a Name?



MY "NEW" 1937 ROADMASTER SEDAN by The Editor

A few issues back, I said that I had fallen behind schedule because I took a week off to go to Wyoming after my new car, and that I would say more about that later. This is "later" — or perhaps the first of many "laters."

Late last year, I surveyed the work done in 1986 on the 1937 Special I bought in 1983 and found that one year's work consisted, in its entirety, of two new windows and a light bulb. Surveying also the condition of the Special, I concluded in a flash of brilliant insight that at the rate I was going the car would be done around 2010. I thus decided to look for something better.

The looking ended in the first week of May when I purchased a 1937 Roadmaster sedan in Wyoming. The car was trailered from there to Ohio — close to 2,000 miles — in about three and a half days, an experience I do not wish to repeat soon, if ever. I will relate no details of this trip, since, in truth, there is nothing to tell: just mile after mile after mile after mile. (I did get in a nice visit with Dave Lewis, wife Sherry, and son Jamie on the way, plus a brief tour of historic Springfield, Illinois, including Lincoln's privy.)

The car was — I think — originally sold in southern Colorado or perhaps New Mexico. In any event, it seems that it must have been many years in a dry, salt-free environment, since there is no evidence of the nasty rotting that we find too often in Ohio. A young man in Dillon, Colorado acquired the car in the 1970's and undertook a complete restoration, which was nearing completion a few years ago when circumstances forced him to sell it. Bob Carson (#571) bought it and drove it from Denver to Sheridan, Wyoming, concluding as he neared home that it needed a new water pump. Besides the pump, Bob fixed several other things, and then decided he would sell it so that he could concentrate on — among other things — two 1937 four-door convertibles, one a McLaughlin. (Bob has a very interesting collection of cars — including a Cole — and historical items of the "Old West." He once ran a museum. Take a look if you ever get to Sheridan.)

The first thing I noticed after I got the car home was how much a Roadmaster differs from a Special — or even a Century — and how much a '37 80 (or 90) series car differs from all other 1937 and 1938 Buicks. As most of you know, the 1937 Roadmasters and Limiteds were the last Buicks with a wood-framed body. From the cowl back, the body is 1936 — completely different from other '37's and from the all-steel bodies on the 1938 big cars. Beyond visible differences, there is an entirely different "feel" and style to the big cars. The '37 Roadmaster has great majesty and power, yet at the same time there is an elusive feminine quality about it that I cannot explain.

The second thing I have noticed is that it attracts attention, and that the mere words "1937 Buick Roadmaster" cause a widening of eyes. Most people probably thought the '37 "plain-back" Special was just another street rod. Nobody thinks that about this car, and I have gotten all sorts of waves, horns, and "thumbs-up." Just one example: while stopped at a red light, a VW Jetta GLI pulled up beside me. The sun roof of the Jetta opened, revealing, some two feet or more below me, the upturned face of a man of perhaps 45.

"What is that? 1937?" he yelled.

"1937 Buick Roadmaster."

"Caesar's Ghost! My grandfather had one! Omigawd, what a car! I can't believe this!!"

The light changed and he pulled ahead, waving through the sunroof.

I have also noticed that the front seat and steering wheel are not positioned favorably for drivers who are tall, or fat, or worse, both. Moreover, it is an absolute bear to maneuver in close quarters. I cannot imagine how a woman — or man, for that matter — of slight build could have driven such a car in regular everyday use. Perhaps they didn't, or perhaps Roadmaster owners who did not employ chauffeurs lived in more expansive surroundings than I.

After all this euphoria began to wear off a bit, I also began to notice several things that will require — or have already received — attention. Firstly, the oil pressure — apparently a bit marginal when I got the car — began to vanish. Now, because I belong to this Great Club, and have the benefit of all our recent learning about Buick oil pumps, I was not much alarmed. Fortunately, as things turned out, I was able to obtain another pump from friend and fellow member Rick Wilson. After cleaning this up, I had my friendly machinist rehabilitate it, following the articles that have appeared in these pages. I say fortunately because, when my friendly mechanics and I dropped the pan and removed the original pump, we found that the aluminum cover had cracked almost in two. Nasty. Had I not had the rebuilt spare, I'd still be out of business, since the machinist's buddy who knows how to weld aluminum gets in the mood to do so only when the planets are in the right conjunction, or something. Oil pressure is now back to normal.



(Incidentally, Rick's '37 Century parts car, which he obtained at modest cost — in one of the greater coups of the decade — for its sidemount fenders, has provided numerous goodies to me and several other members. Thanks, Rick.)

I also found — or, more precisely, knew when I got the car — that the speedometer was kaput. Since I knew of a firm in Columbus that once claimed to be able to repair any speedo ever made, I was not worried about this either, and tooled over there, speedo in hand. The reception was not what I anticipated.

"I'm not doin' antique stuff anymore. Sold all the parts to a guy in Massachusetts."

"Oh. Well, how about seeing what cleaning and oiling it will do?"

"Lemme see it. Well... What's this out of?"

Again the magic words: "1937 Buick Roadmaster."

He took it. "Call me Thursday."

When I returned, he handed it, smiling broadly, over the counter, neatly wrapped in plastic. "You'll have no more trouble with this." The entire "guts" had been removed and replaced with modern parts, including, inter alia, a modified Corvette trip odometer reset. The only visible deviation from authenticity is the number wheels, which are now white-on-black rather than gray-on-white, a "nit" that few will notice. Total cost was \$65 and it works great. I may be kidding myself, but I fancy that had I said " '48 Ford" he would have told me to get lost.

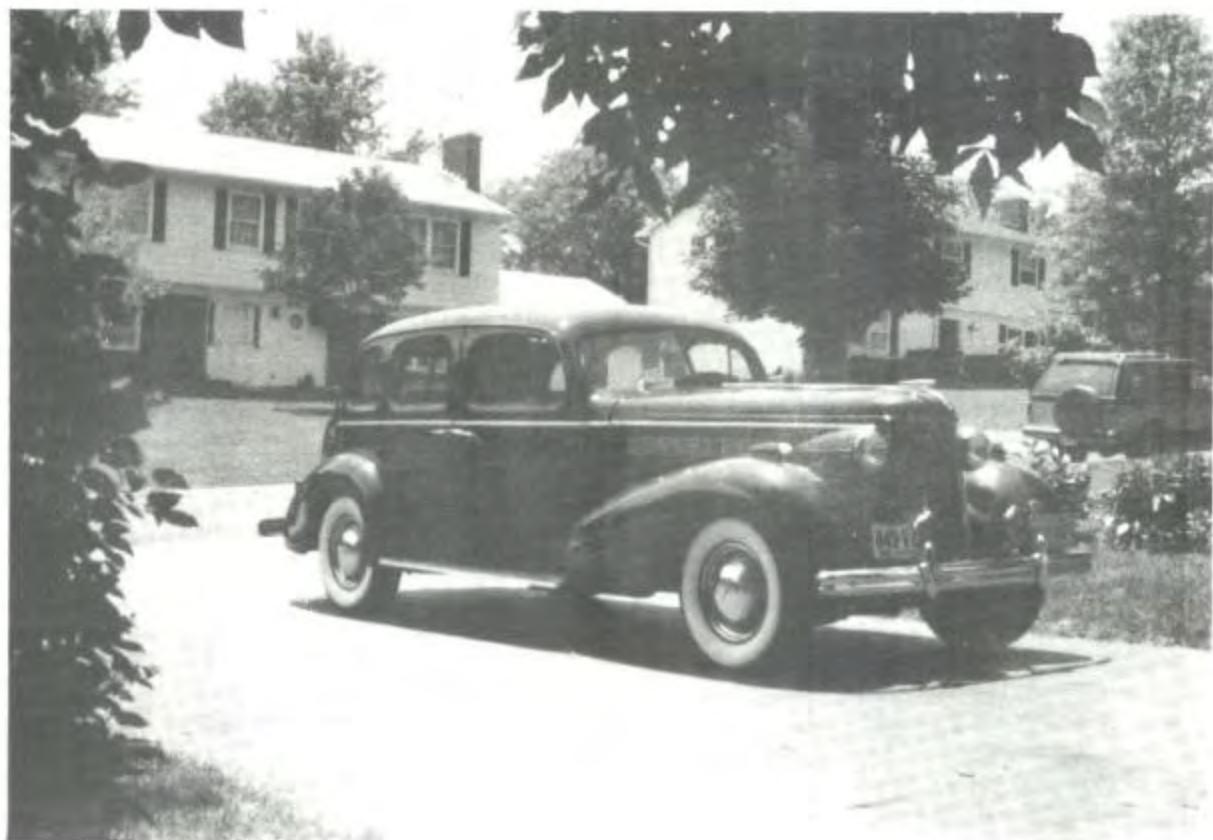
Several other things will be done to the car over the next several months. I will discuss these, for such enlightenment as they may provide, as they are accomplished.

A few things about the car are especially interesting, at least to me. Foremost, as you will have noticed, it does not have those awful, ugly outside spare wheels. (What do you guys call them — "sidemounts"?) Although I have heard about two people (whose identities will remain secret) who have added sidemount fenders to Roadmaster sedans, this is the only '37 Roadmaster I know of at present with plain fenders. I rather like it that way. Secondly, the steering wheel is 1936. I believe this is original, although the plastic rim was re-done. The car's serial, engine, and body numbers indicate very early 1937 production, most likely the first month. The 1937 Shop Manual consistently pictures 1936-style wheels, not the style we have come to associate with 1937. I have therefore concluded — tentatively anyway — that 1936 wheels went into 1937 cars until a new style was ready sometime in 1937.

Long-time members may recall that we have from time to time discussed names given to cars by their owners. This ranges from the purely alliterative ("Betsy Buick") to the Biblical (Al Pavlik's names from the Old Testament, "Rachel" being his '38 business coupe). I never thought much of this initially, but it seemed the new car brought out the romantic in me (notwithstanding such opinions as my wife may hold that there's none to bring out), and I felt it needed a name. As alluded to before, however, I could not get past the first question: is it masculine or feminine? I had already decided that I did not want Ohio Historical Vehicle plates again. (Legally, use of cars so licensed is quite restricted; while the polizei usually don't bother, every now and then a bunch of \$75 tickets is given out, and one never knows when this whimsy will strike them.) This decision behind me, I was struck by the notion of having the gods make the determination. I applied for an Ohio "vanity plate", putting down as my choices, in random order, four names, one masculine and one feminine from Greek mythology and the like from Norse mythology, plus my "Handy-Bank" secret number and "37-81", to give the gods a chance to duck the decision if they had to. (Six letters or numbers is the limit, so my range of choice was narrowed considerably.)



Well, friends, the gods — in the persona of all other holders of Ohio vanity plates and the Bureau of Motor Vehicles computer — have spoken. The car is female and the name is "FREYA" and that's what my license plates will say. Those of you who are familiar with the Volsunga Saga — and I assume that is virtually none of you — will know that, in this old Norse epic of gods and heroes, Freya was the Goddess of Beauty and Love. I think that's altogether fitting and apt.



I have the feeling that this car has only begun to reveal itself, and that many great experiences lie ahead. In the end, a name is only a word, and a Roadmaster is, well, a Roadmaster.

What's in a name? That which we
call a rose,
By any other name would smell
as sweet.

Romeo and Juliet, Act II, sc. 2.



TECHNICAL TIPS



ELECTRIC FUEL PUMPS

We have discussed before the addition of electric fuel pumps. These pumps are so useful, and the subject of such continuing interest, that it is worth repeating the discussion. I had such trouble getting my new Roadmaster to start, that adding an electric pump was a first priority.

Most people who have installed electric pumps use them only as "boosters" to get the engine running. As has been noted before, the cars are just plain hard to start, even when the carburetor and electrical systems are in good shape and things are in a proper state of tune generally. The problem is that: (a) gas drains out of the float chambers and the line between the carburetor and the mechanical pump; (b) the starter does not turn the engine over fast enough for the mechanical pump to move gas back up to the carburetor very quickly; and (c) the operation of the choke leaves something to be desired under the best of circumstances. If the car sits idle even overnight, the result is a lot of grinding away and a lot of wear on the starter switch. (New switches, new solenoids, and new starter drives are not easy to find.) Pouring gas down the carburetor throat, which is one solution, is awkward at best and dangerous at worst. Unless one wants total authenticity, the electric pump is a much better solution.

While it is of course possible to wire the pumps up so that they run continuously, I think a "booster" installation is much better. This is easily done by wiring the pump to the ignition switch through a toggle switch mounted under the dash. This enables one to turn the pump on before starting the engine, and off after things are chugging along. The electric pump will fill the float chambers in less than 30 seconds. Typically, the pumps have a bit more pressure than is desirable for general use (6 pounds as opposed to about 4 for the mechanical pump), and adjustable pressure features that come with some electric pumps are of questionable worth. The wire is easily concealed.

The electric pump should be mounted on the frame somewhere between the tank and the firewall. The exact location is not critical, but most people put them back near the tank. Wherever the pump is placed, I strongly urge that a plastic "throw-away" filter be placed between the tank and the pump, and that you carry a spare filter with you at all times. The inlet side of the pump has a screen in it, but if this becomes clogged with rust or dirt pumped out of the tank, you will be out of business until you take the pump out of the car, take it apart, clean it out, put it back together so that it does not leak, and put it back in the car. Needless to say, this is not easily done by the side of the road, especially at night. The plastic filter may be replaced in 10 minutes or less, if you have been thoughtful enough to locate it in a reasonably accessible place, and you do not have a beer gut so large that it prevents you from crawling under. (Observations made over several years — including observations of my own physique — tend to suggest that the "old car" hobby has at least its fair share of big bellies, although the thin, wiry type is by no means unrepresented. If you fall into the first category, it is suggested that you carry in the car at all times either: (a) a good big jack capable of raising the car frame to a height above grade at least three inches greater than the distance from the floor to your navel when you are in a supine position, plus wood blocks sufficient to hold the car there; or (b) a thin wiry guy.)

I used an AC EP-11 pump, which my "parts man" obtained from a local distributor in a day or two. While this is supposed to be for engines up to 300 CID, it works fine as a booster for the 320 engine. The mechanical pump is easily able to move gas through it when it is not running, and it can push gas easily through the mechanical pump. The following excerpt from the instructions shows how these pumps work.

AC AC Spark Plug	ELECTRIC FUEL PUMPS light duty for engines up to 300 C.I.D. (5.0 L)	Type EP-11 6 Volt - 6 PSI	Type EP-12 12 Volt - 6 PSI	Type EP-16 12 Volt - 3½ PSI
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This AC ELECTRIC FUEL PUMP is a solenoid, demand type pump. It will deliver fuel to your carburetor at the proper pressure, whenever the carburetor calls for it.

HOW THIS PUMP WORKS:

When battery voltage is applied to the pump, current flows thru the solenoid, pulling the bellows down. This causes a vacuum at the inlet port of the pump, and when the bellows reaches the end of its stroke, the contact points open, de-energizing the solenoid and allowing the bellows spring to compress the bellows and force fuel out thru pump outlet.

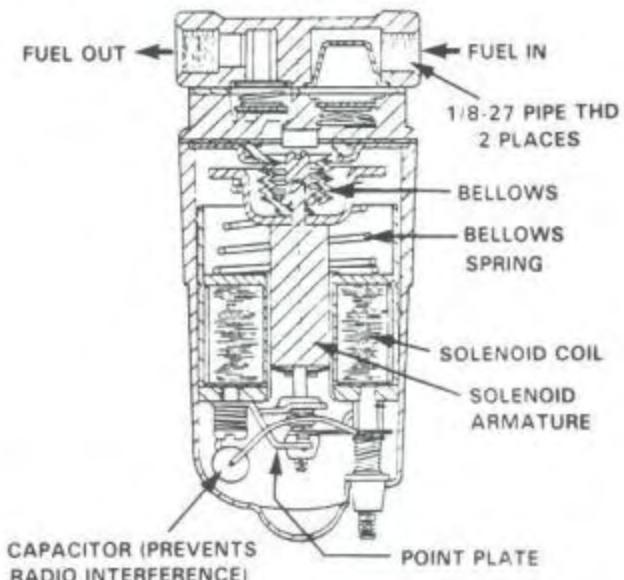
When first turned on, the pump will cycle rapidly with a loud click on each stroke. As the carburetor fills with fuel, and the float valve closes, the clicks will become slower and quieter, stopping completely when shut-off pressure is reached. After the initial build-up of pressure, the pump will cycle only when the carburetor inlet valve is open and causes a pressure drop at the pump outlet.

SPECIFICATION

Pump Type	Operating Voltage	Maximum Amperes	No-Flow Pressure
EP-11	4-8 V. DC	3.0	6 PSI
EP-12	9-15 V. DC	1.5	6 PSI
EP-16	9-15 V. DC	1.5	3.5 PSI

For trouble free service, a fuel filter such as AC type GF61 between the tank and pump is recommended. Dirt and rust in the fuel is a leading cause of fuel system trouble.

NOTE: If a very rapid clicking is heard when the fuel demand is low or when the engine is idling, something is wrong with the installation. Check for a leak in the inlet line.



CAUTION

1. Solvent-type fuel additives may be harmful to the bellows of this pump. Gasohol with an alcohol content up to 10% is acceptable. However, additional alcohol content should be avoided.
2. The operating mechanism and electrical contacts of these units are calibrated at the factory, and no adjustments should be made. Evidence of tampering will void all warranty.
3. Fuel leaks can be dangerous. Check carefully for leaks along the fuel line and at the inlet and outlet of pump.
4. Not recommended for marine or aircraft applications.
5. Not recommended for use with fuel injection systems.

ONE CURE FOR ROUGH IDLE: INTAKE MANIFOLD DRAIN VALVE

Rough idle may have a variety of causes. One of these is intake manifold vacuum leaks. If spark plugs are not fouled, timing, valve adjustment and compression all reasonably decent, the carburetor clean and the idle mixture screws in good condition, and adjusting these screws does not cure the problem, a vacuum leak should be suspected.

An unusual feature of large series engines is the pipe that is supposed to drain gas out of the intake manifold in case of carburetor flooding. (This is not found on the 40-series engine.) I am not quite sure why, but it seems plain that Buick engineers thought flooding was or might be a problem. I suspect the automatic choke gave rise to those thoughts. If you look at the intake manifold below the carburetor, you will — or should — see an elbow fitting and a pipe running down past the splash pan. I must say that I never gave much thought to this pipe until I puzzled over the possible reasons why my car would not run at idle even after I had the carburetor cleaned out. Thanks to Bob Pipkin, I discovered one of the reasons. It is clear enough — if one thinks about it — that the drain pipe cannot be allowed to remain open during normal running, since that would create a serious manifold vacuum leak. Therefore, there is inside the elbow a ball. When the engine is not running, the ball falls by gravity to a location inside the elbow past which the flooded gas may drain into the pipe and thence to the ground. When the engine runs, normal manifold vacuum will suck the ball against a seat, thereby closing the drain. If the ball is stuck in the open position due to accumulation of gum, you will have a vacuum leak problem. Such sticking is not uncommon in cars driven only occasionally. The cure is to remove the elbow fitting and clean it out. Soaking in lacquer thinner for several hours, occasionally probing inside with a pipe cleaner, should do the trick. If you do not like sore throats, be sure you have washed all the lacquer thinner out with detergent before testing things by sucking on the elbow. The ball should move freely inside the elbow, and seat cleanly. If this effort fails, you can remove the pipe and put a plug in the elbow or in the manifold. (To plug the elbow requires a flare nut filled with solder.) Or you can seat the ball permanently inside the elbow by knocking a piece or two of lead shot in from the bottom. These remedies will, of course, eliminate the drain as well as the leak, but that is plainly the lesser of evils.

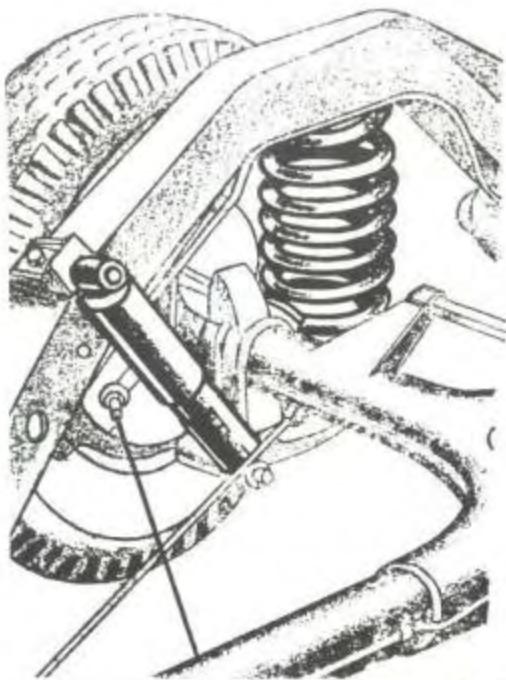
Before we end this long discourse on a small part, it is worth noting that other kinds of vacuum leaks may affect the operation of the drain valve. Even if the drain valve is clear, a certain amount of vacuum is necessary to pull the ball against the seat. Therefore, if un-sticking the ball does not solve your problem, check for leaks at the carb gasket, the manifold gaskets, the starter switch (1937) and the windshield wiper or vacuum pump fittings. Especially on the large engines, intake and exhaust manifolds are prone to warping, and gaskets can and do deteriorate over time. A half-turn too loose on carburetor hold-down nuts can make a big difference. The easy way to check manifold gaskets is to hit them with a liberal blast of WD-40. If this produces an improvement in running, the gaskets are bad. The WD-40 will act as a temporary seal of the leak.

WHEEL STUDS - ANOTHER POSTSCRIPT

Besides having to tow his car home from Flint, John Fawcett suffered a far worse tragedy that could have been prevented. John had his brakes checked before leaving, and he supposes the mechanic failed to tighten the bolts on one wheel. John says he usually checks this, but this time he overlooked it. While he was towing the car, the left front wheel came off, and mangled a good sidemount fender, plus his running board and a new tire. Knowing that Century sidemount fenders are about as common as frog hair, John is hoping to find a body man who can straighten things out. "I feel like crying," he says, "but maybe this lesson will help someone." When I saw the pictures, I felt like crying, too.

1938 Sales Brochure

A FAREWELL to LEAF SPRINGING



Diag. 2

and car body are not attached to the axle housing.

They are attached to the springs!

Thus driving force applied to the wheels is transmitted through the springs to set the car in motion.

This tends to distort the springs in the manner illustrated.

In a similar way, springs are put under strain when you stop your car.

Your brakes stop the wheels, but to halt forward movement of the body and frame, the springs must take up the pull.

How this distorts the springs is shown in Diagram Two.

At first glance, Buick's new Torque-Free Springing seems a simple departure from the spring design to which you are accustomed.

Instead of the familiar flat leaf-type spring, rear wheels as well as front wheels are now supported on soft cushions of stout coiled steel.

Now, this might appear to be simply a choice between two equally good methods of springing.

But far more than that is involved by reason of the method by which the automobile is propelled.

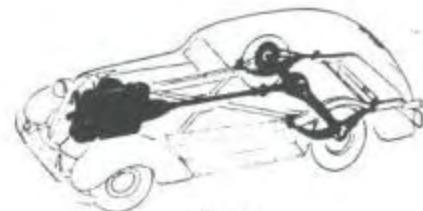
For the automobile is not pulled forward by an outside motive force as the horse-drawn buggy was.

It is pushed forward by the turning action of its own rear wheels.

To see what effect this has on your springs, turn your attention for a moment to the drawing marked Diagram One.

As you see in this diagram of the average automobile chassis, the engine twists the drive shaft, which twists the rear axle, which turns the wheel.

But notice that the heavy frame



Diag. 1



torque nor braking strain is placed on rear springs.

This method of driving the car calls for more costly construction than most engineers are willing to accept.

As a result, Buick is one of the very few cars that has Torque Tube Drive.

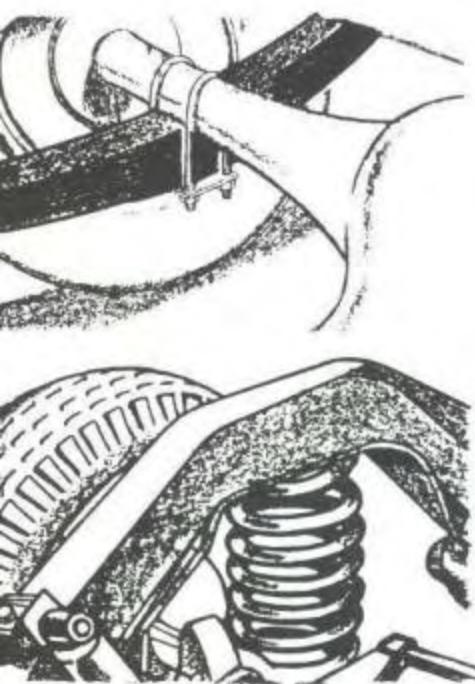
But without the torque tube, Torque-Free Springing is impractical, so only a few cars can have this important advance.

To our knowledge, no car to be announced this year offers you the comfort, smoothness, safety and economy that this springing makes possible.



Diag. 3

CONSTANT CUSHIONING WINTER and SUMMER



Friction between the various leaves was an intended factor with the old-fashioned leaf springs.

Mud, water, rust, ice and caked grease can get between the leaves and change the degree of inter-leaf friction.

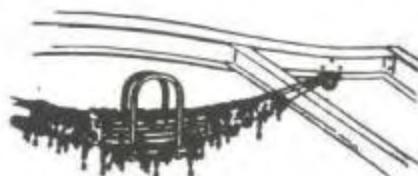
Thus the old-type spring not only became less efficient with time, but actually varied with the seasons.

Even with careful and regular greasing and protection through the use of spring covers, its cushioning power could not be kept uniform through the life of the car.

Engineers have long known that a coiled spring will not lose its tension but remains uniformly "springy" for an indefinite time.

Mud, water, grease and rust have no effect on it. It never requires greasing. It is open in form and cleans itself of dirt that may tend to collect.

Thus, this type of spring can be



counted on to give a uniformly constant cushion in spite of wear or the weather.

That is important because a car does not depend on either front or rear springs alone for its comfort.

Each pair of springs must carry its own share of the load. This load must be properly distributed between front and rear to get the smoothest ride.

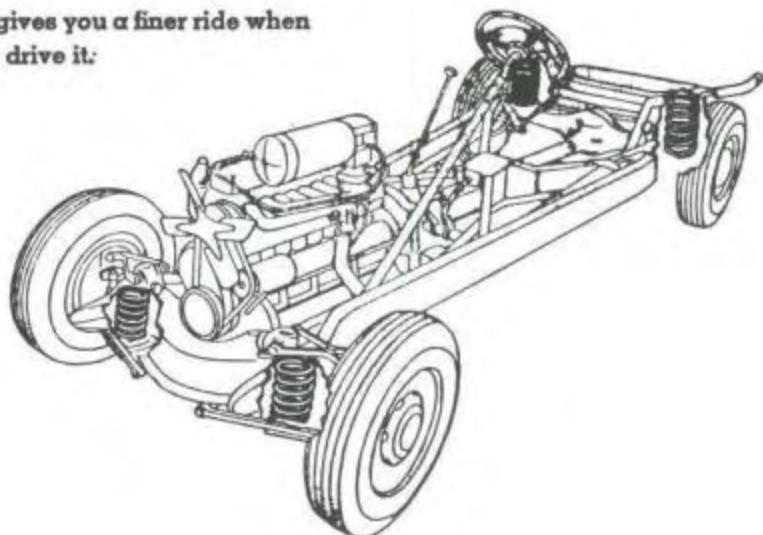
Naturally, if either set of springs tends to vary in cushioning power, no engineer can design a car that will remain as smooth riding throughout its life as when it left the factory.

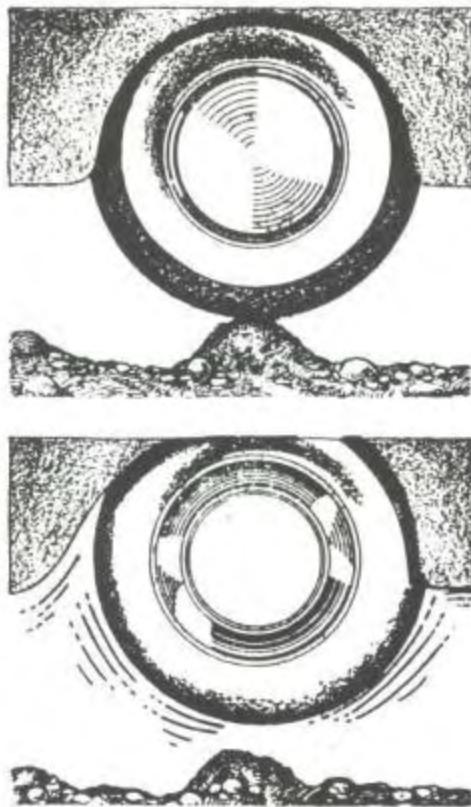
But with Knee-Action on the front wheels and Torque-Free Springing on the rear, Buick engineers have now provided a complete spring suspension system that remains constantly comfortable.

Buick gives you a finer ride when you first drive it.

Buick retains that smooth, level, flutter-free comfort as long as you drive it.

Credit that to truly modern springing, front and rear.





BUICK KEEPS ITS FEET ON THE GROUND . . .

One effect of Buick's Torque-Free Springing design is to greatly reduce unsprung weight.

Unsprung weight is the engineer's term for that portion of the car which is not supported by the springs.

It includes wheels, axles, brakes and part of the weight of the springs.

Unsprung weight takes all the force of road shocks and on rough roads acts like a hammer which

is bounced up against the car by the irregularities of the road.

With unsprung weight reduced, the force of these hammer blows is reduced to the point where Buick's coil springs easily absorb them.

It's this perfect absorption of shocks, coupled with the high efficiency of Buick's direct-acting shock absorbers, that gives Buick its tremor-free ride, level and even as an arrow in flight.

This also is the reason why the rear end does not "chatter" on



rough roads, railroad crossings and washboard surfaces, as is so often the case with old-fashioned leaf springs.

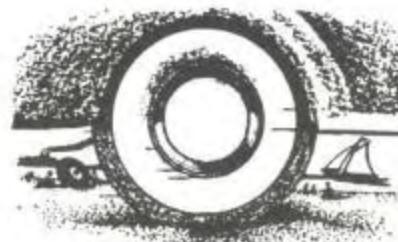
Wheels are not easily bounced off the road, and since there is less side skidding and tire scuffing, rear tire life is greatly lengthened.

In deep sand or other soft footing, the steady downward push of the coil springs helps the car to

pull itself out while the chattering action permitted by leaf-type springs often merely helps the car dig in.

On curves, too, this new springing contributes tremendously to a smooth and pleasant ride.

A fine and constant balance has been established between the flexing action of the springs and the snubbing action of the new-type Transport shock absorbers.



So, in Torque-Free Springing, Buick offers much more than a vastly improved ride.

The whole car handles easier because of Torque-Free Springing.

Skidding danger is reduced — tires last longer — maintenance is simplified by elimination of eight lubricating points.

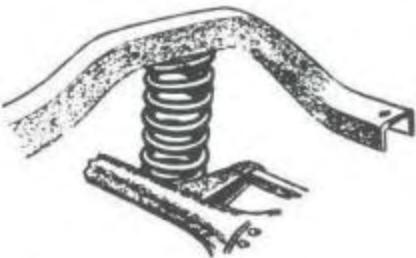
And the longer you keep your car the more you will appreciate how vastly it is improved by Torque-Free Springing.

For your Buick will remain the same easy-riding, easy-handling, safe and economical car it was when it left the factory.

THESE ARE SAFETY CUSHIONS . . .

In these days of swift travel, safety is an element that is never out of the right-thinking engineer's mind.

In perfecting Torque-Free Springing, Buick engineers added a safety factor which will do much to eliminate many accidents of the type called unexplainable.



Once again, this improvement comes through the correction of an inherent fault in the leaf-type spring.

To provide the proper springing action, springs of this type must be joined together by shackles.

Shackles and shackle bolts naturally wear with use. They are subject not only to up and down movement, but to movement from side to side.

And as shackle wear develops, a certain amount of side-to-side play is permitted.

Rear wheels will not always follow in the track of the front wheels.

The axle may even pivot to a certain extent.

A glance at the diagrams shows just how dangerous this "rear-end steering effect" can be.

On the straight going it requires manipulation of the steering wheel to keep the rear end from wandering from side to side.



Should you make a sharp turn when the rear wheels happened



OVER-STEERING



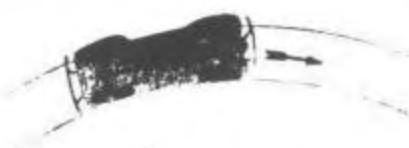
UNDER-STEERING

to be pivoted, as in either of the pictures above, the result is a much sharper turn than you intended in the case of the upper picture, and less sharp in the case of the lower picture.

Such over-steering or under-steering greatly increases the

chance of skidding and causes uneasy handling, as the driver must continually compensate for these conditions. You lack the full control of the car you should have.

This rear-end steering effect is completely eliminated by Buick's Torque-Free Springing.



As the diagram shows, the rear axle is always held firmly at right angle to the line of the car's motion.

There are no shackle bolts to wear and permit play from side to side.

A stout radius rod holds the rear axle in proper lateral alignment.

Tests indicate that Torque-Free Springing reduces skid risks; even on ice and frozen snow you have better control of your car with this type of rear-end suspension.

Torque-Free Springing, like Knee-Action, is a safety factor too important to be overlooked when you buy your next car.



NEW MEMBERS



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HAVE A QUESTION?

New members are advised, and old members reminded, that the Editor, Dave Lewis, and/or anyone else the Editor can think of who knows and will tell, will answer your questions about restoring and repairing 1937 and 1938 Buicks. (And maybe questions about other subjects, too.) At least we will try our best; only one person in the world is infallible, so far as we know, and that infallibility does not range over all subjects. Questions and answers deemed to be of general interest will be printed, and -- printed or not -- we will try to answer all polite and intelligible questions within 30 days. Please, however, observe one rule: first, make a reasonable effort, consistent with your own knowledge and abilities, to find out the answer yourself. Such reasonable efforts include, at the least, looking in the Shop Manual. (It is assumed you all have one; reprints are widely available.) There is a great amount of information in there.



PARTS FOR SALE



All parts fit 1937 and possibly other years. Series is indicated in parentheses.

NOS clutch release bearing (All)-- \$30.	NOS steering shaft & pitman shaft kit (40)-- \$160.
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NOS set 16 rocker arms & shaft (40)-- \$150.	NOS tie rod end (40-60)-- \$25ea.
NOS set 8 lifters & camshaft (40)-- \$180.	NOS set front shock absorbers (40-60)-- \$125.
NOS clutch driven plate (40)-- \$45.	NOS rear shock absorber (40-60)-- \$60.
NOS clutch cover & drive plate assy (40)-- \$100.	NOS pr rear fenders (40-60) * \$275.
NOS set crankshaft, insert rods & bearings (40) * \$465.	NOS pr front fenders (40-60) * \$150.
NOS set motor mounts (40)-- \$130.	NOS running board mldg clips (all)-- 75¢ea
NOS water pump (40)-- \$75.	NOS pedal air seals (40-60)-- \$10ea
NOS oil pump assy with large capacity (40)-- \$100.	NOS bumper grommet set (40-60)-- \$45.
NOS radiator core (no tanks) (40)-- \$85.	NOS wiper blades (all)-- \$6. ea (8 $\frac{1}{4}$ "")
NOS thermostat (all)-- \$3 ea.	NOS wiper blades (9")-- \$4. ea.
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NOS distributor 663Y \$100.	NOS belt mldg clips (all)-- \$1ea.
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NOS temperature gauge assy (all)-- \$60.	NOS starter armature (40)-- \$25.
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NOS 60U generator (all)-- \$85.	NOS set exhaust mfld & heat riser valve (40)-- \$200.
NOS starter drive clutch (all)-- \$25.	NOS tail pipe (40-60)-- \$35.
NOS starter solenoid relay (all)-- \$7.	NOS exhaust pipe (40)-- \$35.
NOS horn cable connector (all)-- \$7.	NOS set transmission gears, shafts, synchros & yokes (40)-- \$300.
NOS AC86 spark plugs (all)-- \$4. ea.	NOS set master cylinder & 4 wheel cylinders (40)-- \$200.
NOS horn ring, cap & button set (all)-- \$200.	
Rebuilt AA-2 carburetor (60-90)-- \$150.	
Rebuilt AA-1 carburetor (40)-- with choke \$175.	
Rebuilt Marvel BD-1 carburetor (40)-- \$125.	
NOS gas gauge dash unit (all)-- \$20.	

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Other parts available - send needs. No lists available.

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Starter - no solenoid. Needs rebuild	25	
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Rear axle oil seal set - 2 inner, 2 outer, New	20	
Front wheel bearings, 2 inner. New	30	pr.
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Front wheel cylinder, complete, left. NOS Delco #5301080	30	
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Reliable "durasoft" car cover, fits model 47 sedan, slightly used	75	

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1 each	- Trico fan - used - vacuum operated	7	
2 each	- 1938 Tail light lens, chipped on edges	15	pair
2 each	- Sun visors - used - fair to good	15	pair
1 pair	- 1938 Tail light lens brackets - used	10	pair
1 pair	- Head light buckets - no internals - excellent	25	pair
8 each	- 1938 - 40 series wiper motor - factory reconditioned	12	each
6 each	- Air cleaner - stainless filter elements - NOS	5	each
10 each	- Heater hose brackets - NORS	6	each
1 each	- 1938 Ash tray used, good	4	
1 pair	- 1938 Head light bucket trim - used, excellent	12	pair
2 each	- 1938 - 40 & 60 rear wheel outer oil seal - NOS	6	each

Please add something for shipping.

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1937-1938 running board moldings (all series). Send SASE for price list.

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WANTED: 1937 Century speedometer driven gear (19 teeth) - Part # 1298188. 1937 fender light lens (pointed); fender light interior parts.

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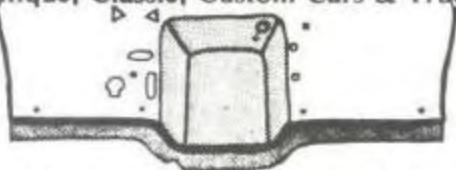
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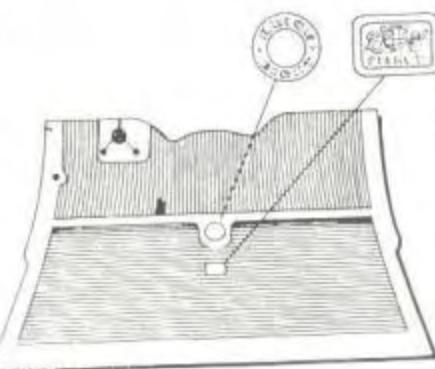


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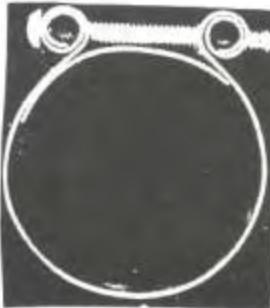
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1937-38 FRONT FLOOR MAT. BROWN. 40-60 SER. UNCLE DAVE SAYS THIS IS AN EXACT COPY INCLUDING THE "FISHER" LOGO. CORRECT FOR ALL MODELS. FF-378 \$150.

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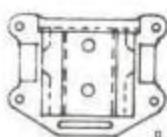
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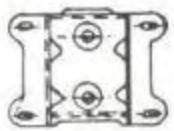


R-235



1937-38 Support assembly, engine, rear, 1297662. Re-vulcanized to new condition using your old steel plates. Please send both steel plates from your old supports (4 pcs. total).

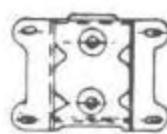
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B-235 \$ 91.00/pr.



B-256

1937-38 Support, engine, rear. Revulcanizing service. #1297962. Your original steel parts cleaned, blasted, and remolded to new rubber. Be sure to send in both parts of

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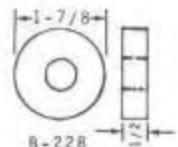
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B-289 \$ 83.00/pr.

TRANSMISSION MOUNTS



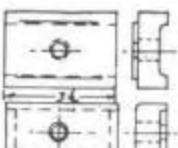
B-257

1936-37 Pad set, transmission support, #1292970. Special resilient rubber. Use your original channel, plate and cap. 1 set (2 pads per set) per car. Series 60, 80, 90.
B-257 \$ 39.00/set



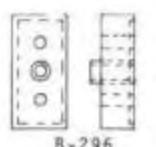
B-228

1937 Pad, transmission support, 1297169, 2/car. Ser. 40.
B-228 \$ 12.50/pr.



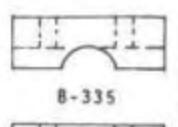
B-312

1938 Pad, transmission mounting, upper & lower. #1305964 upper. #1302573 lower. Revulcanizing service only. Send in your original steel plates and tubes and we will revulcanize with top quality rubber to new condition. Allow 3 weeks.
Series 40 only. w/standard trans.
B-312 \$ 39.00/pr.



B-296

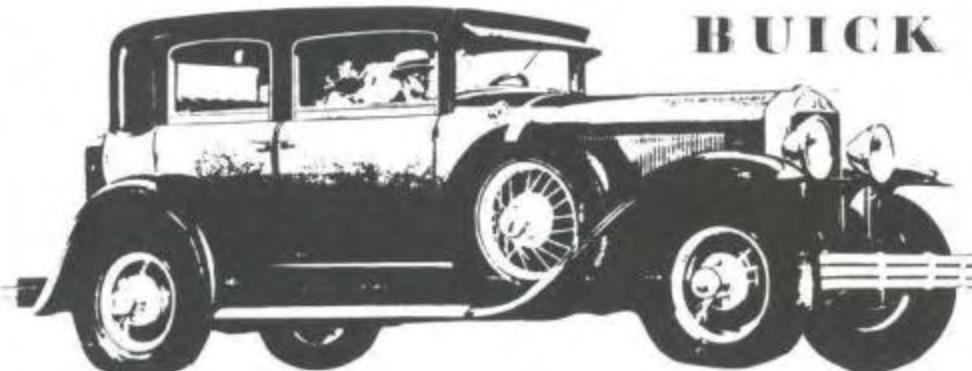
1938 Pad assembly, transmission support, lower. #1302573. Revulcanizing service only. New rubber vulcanized to your old steel core. Send in old plate and sleeve and allow 3 weeks.
All Series 40.
B-296 \$ 20.00/ea.



B-335

1938 Insulator blocks, transmission support, upper and lower. These blocks aren't vulcanized to steel, but are installed in shells at time of assembly like original. Replaces #1305236 & #1304840 for Series 60, 80, & 90.
B-335 \$ 22.00/pr.

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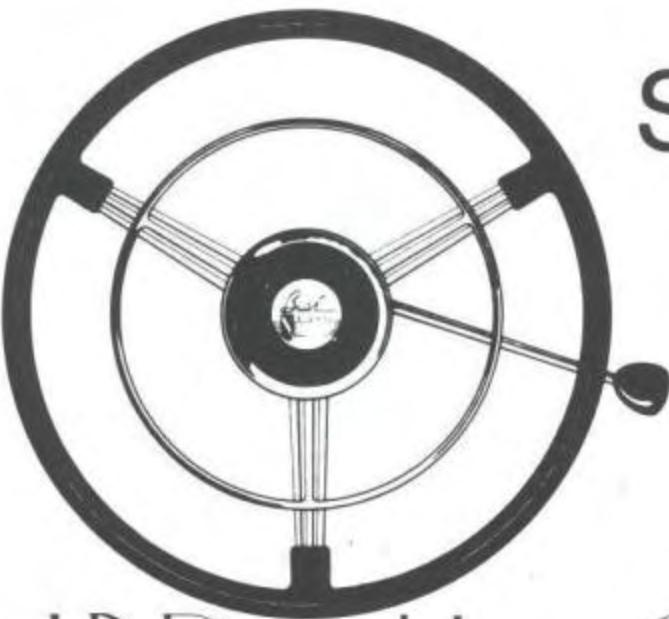
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